
*Portishead Branch Line (MetroWest Phase 1)
Environmental Impact Assessment*

Appendix I: Parking Assessments

Prepared for
West of England Councils

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Appendix A 2019 Portishead and Pill parking accumulation

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1 Portishead Parking count

To assess the baseline parking demand situation in Portishead, surveys were undertaken across seven distinct zones as shown in Figure 1.1 in February and September 2015. The surveys were undertaken between 07-00 and 19-00 and the counts were carried out in 15 minute time segments. To understand the results, the following analysis is based on the maximum number of vehicles observed for each hour during the day.

1.1 Zone A – Portishead Port marine – February and September 2015

Figure 1.2 provides a breakdown of the maximum observed levels of parking in the streets to the north east of the proposed station site. The analysis generally shows that parking demand is fairly consistent throughout the day for half of the sections within this zone.

The exception is Rosemary Crescent which saw a spike in parking levels around 15-00. The main explanation is the close proximity to Trinity Primary School where parking restrictions exist on Marjoram Way outside the school entrance. Phoenix Parade and Marjoram Way also experience some spikes throughout the day also but remain at a constant level through the rest of the survey period.

FIGURE 1.1
Geographical extent of the on-street parking assessment

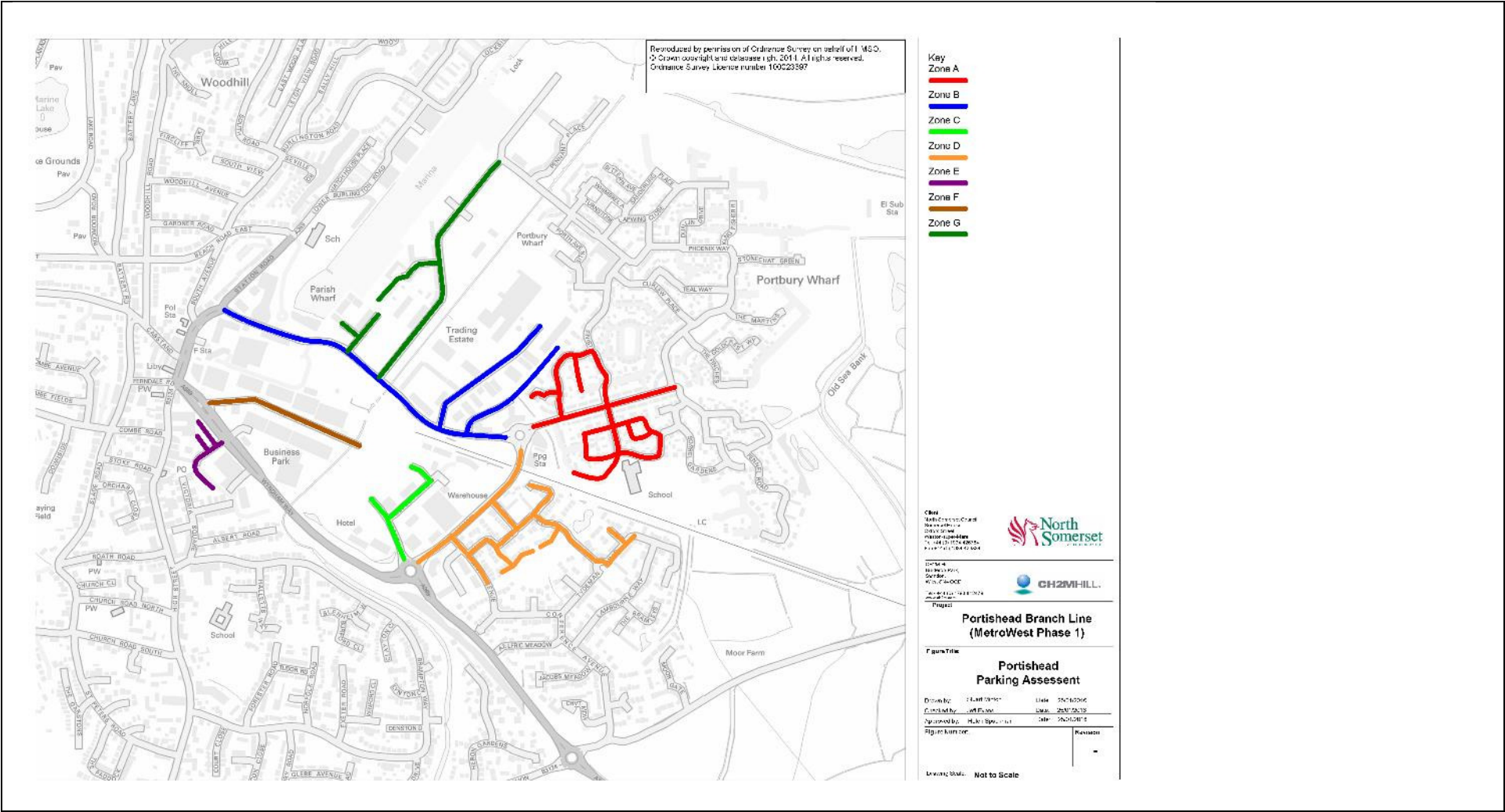
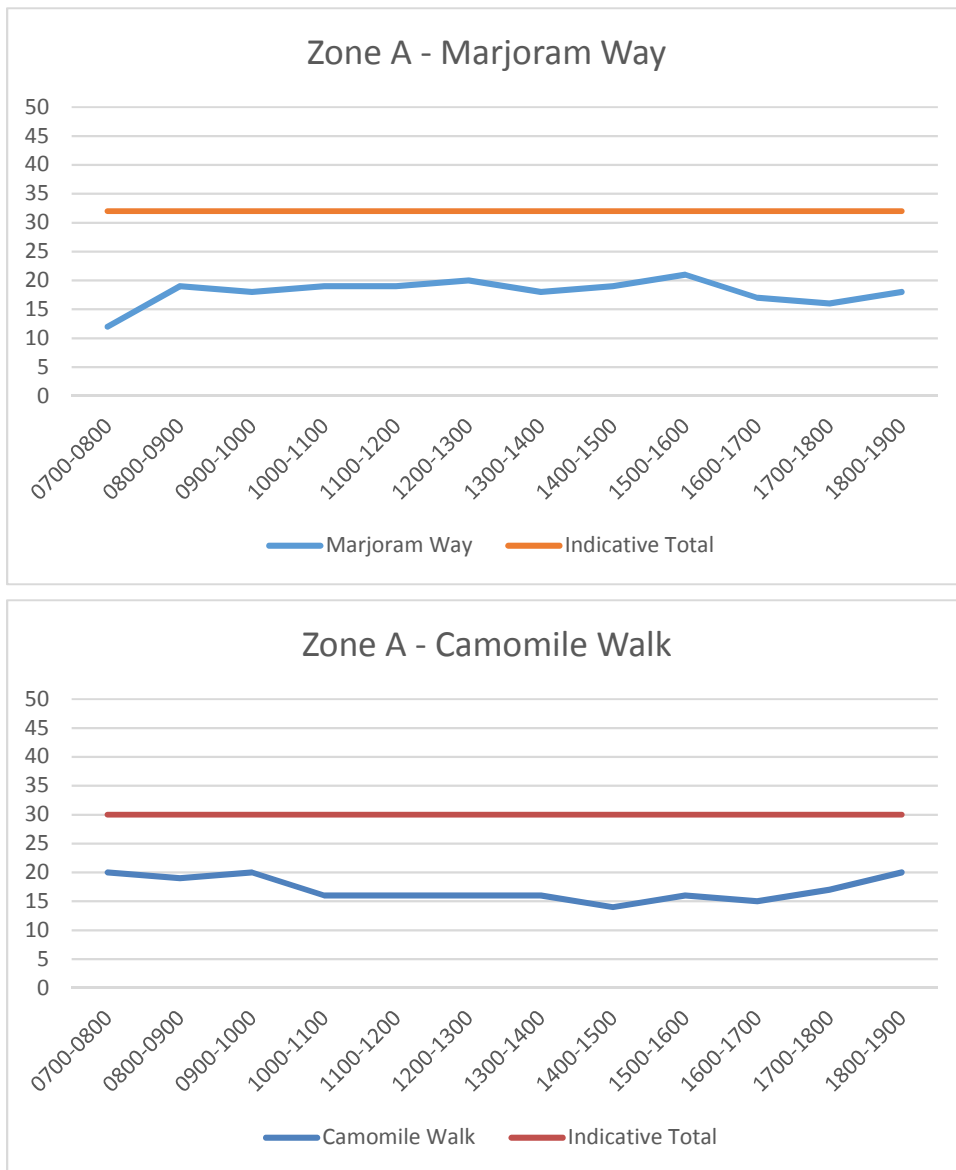
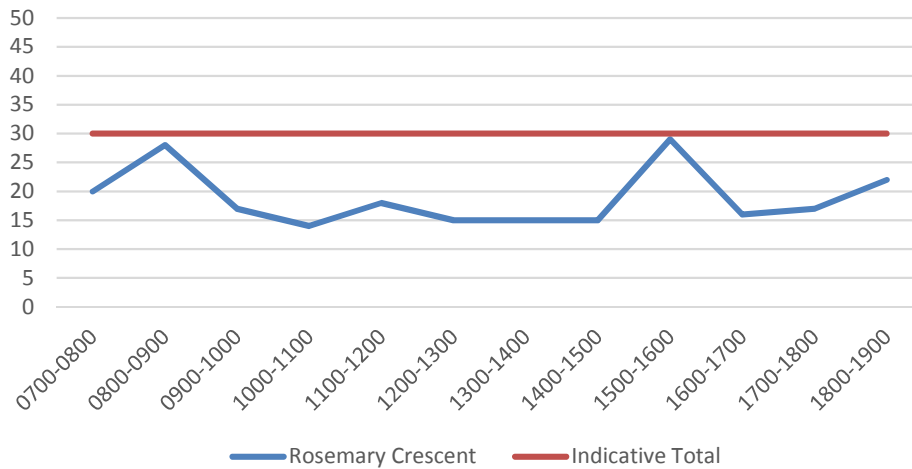


FIGURE 1.2

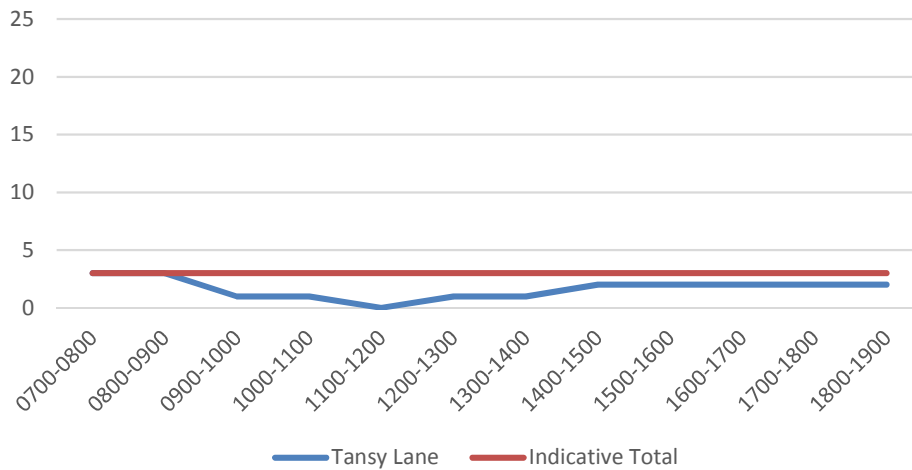
Portishead Zone A – Port Marine Maximum Observed Parking Levels



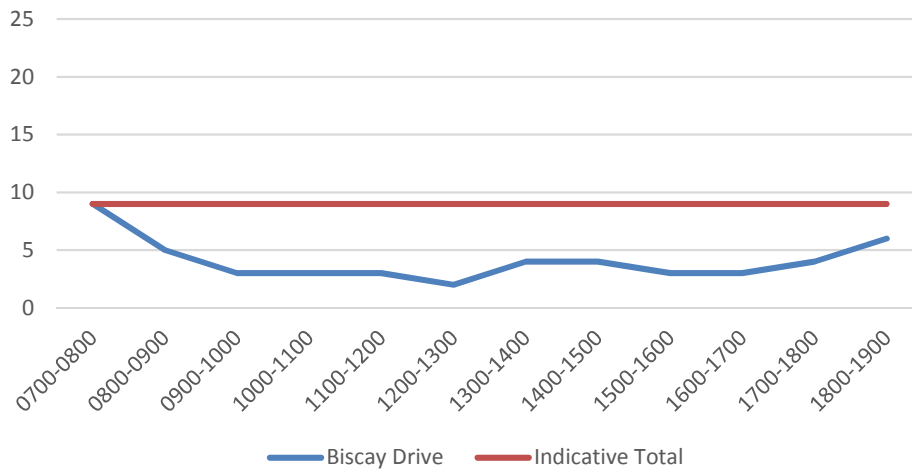
Zone A - Rosemary Crescent

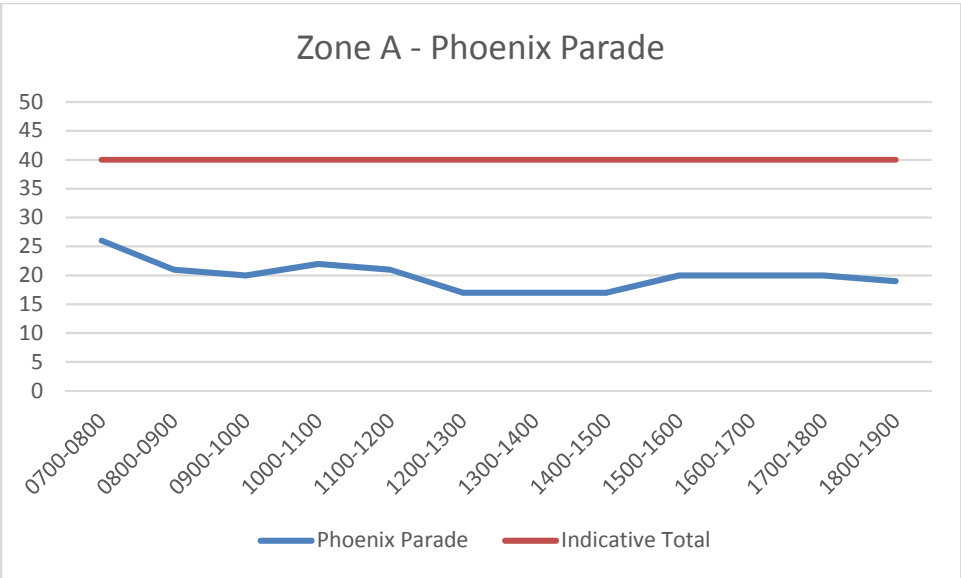
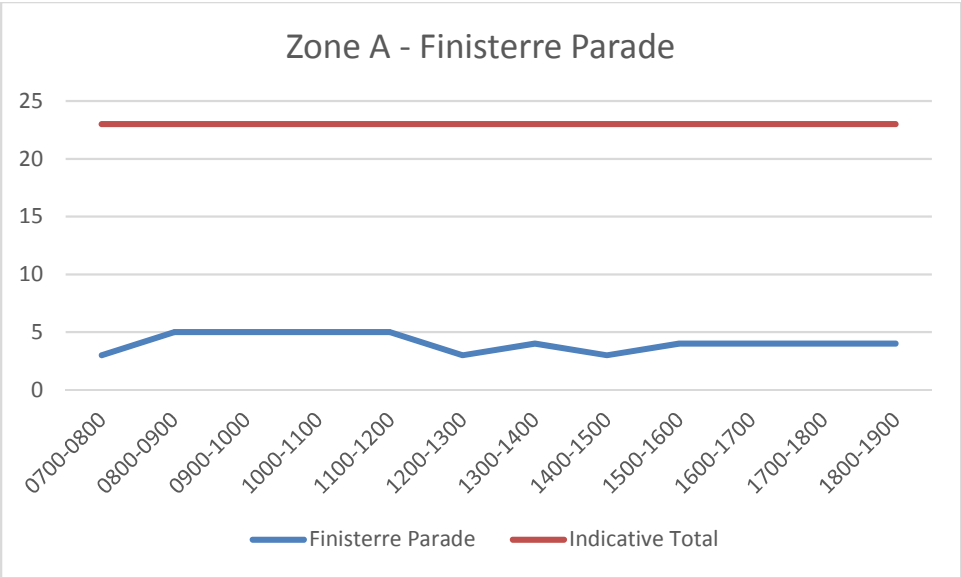
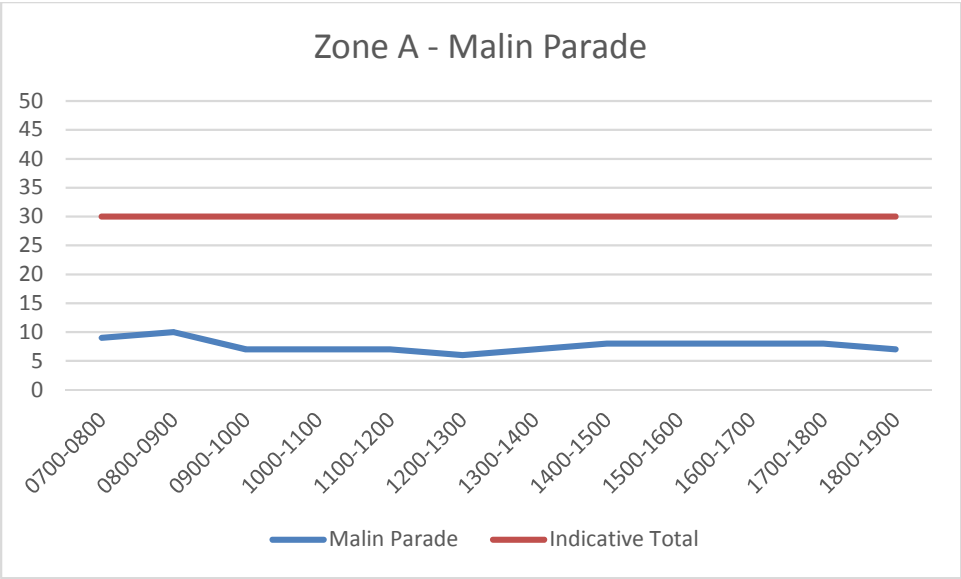


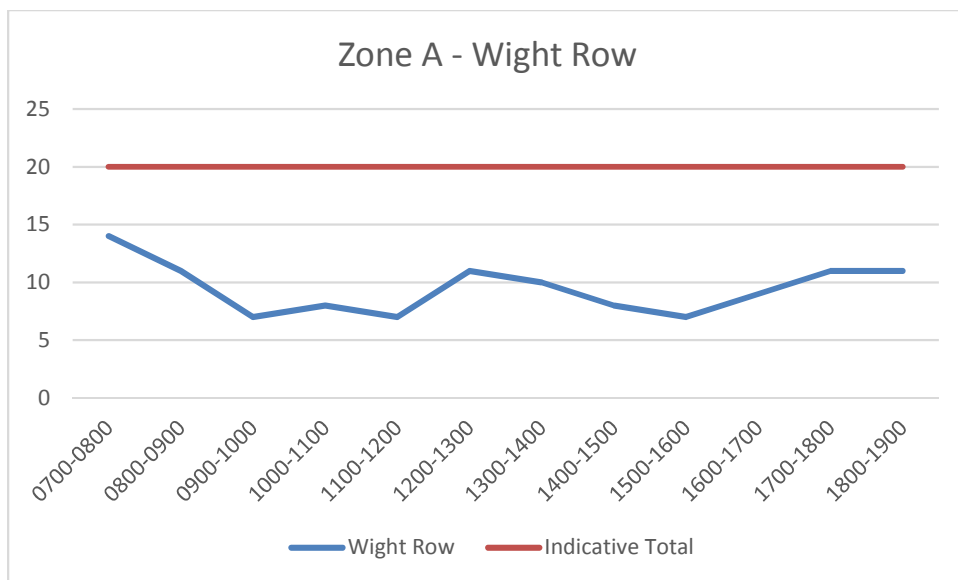
Zone A - Tansy Lane



Zone A - Biscay Drive





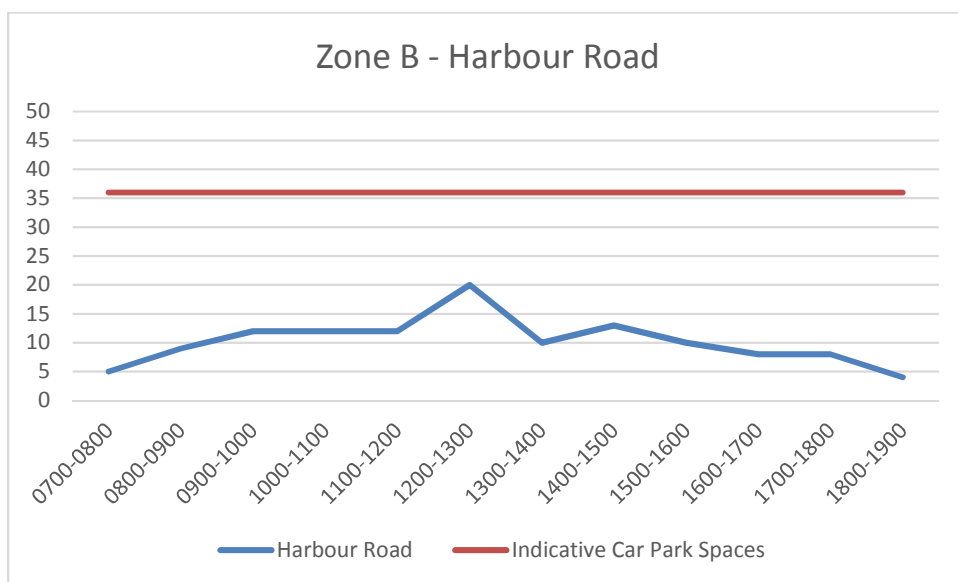


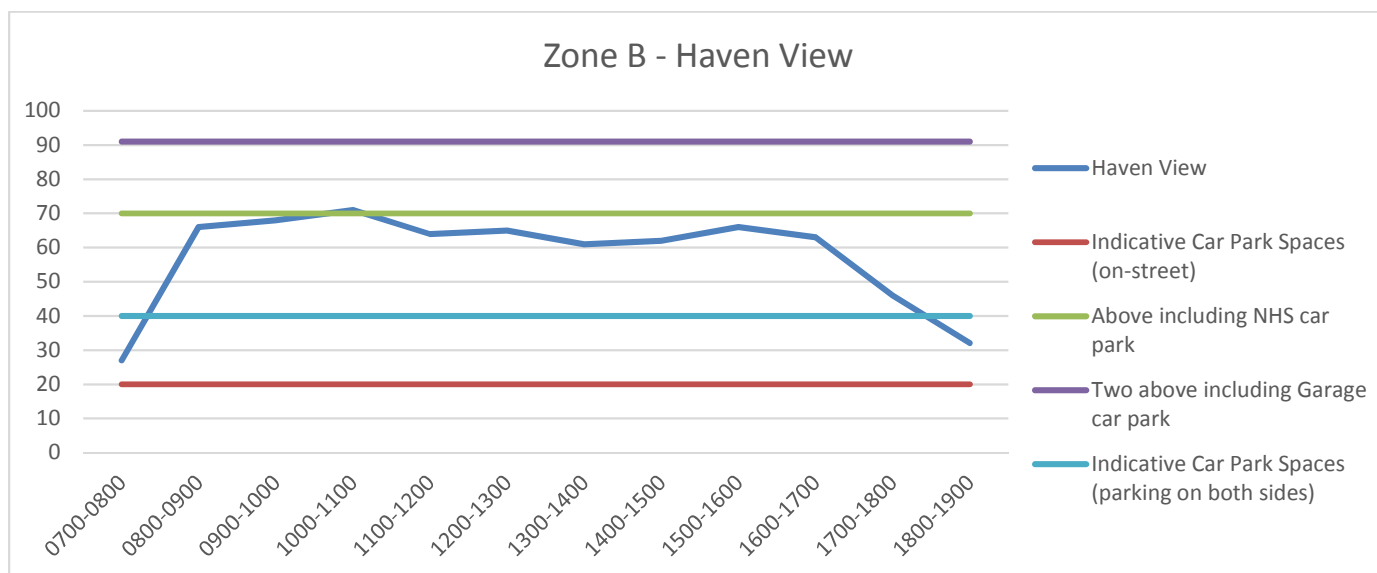
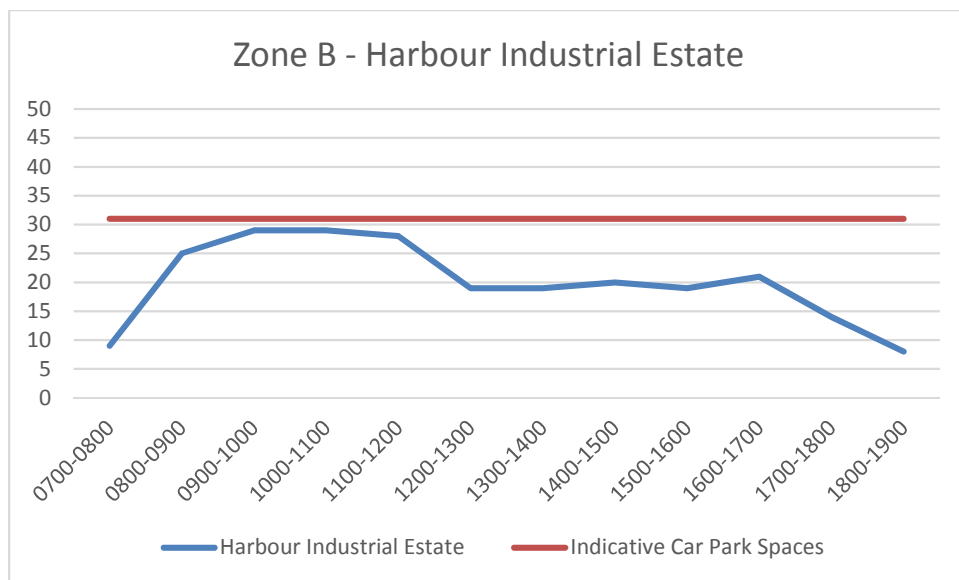
1.2 Zone B – Harbour Road

This area is characterised by commercial and industrial uses with a sheltered housing complex. As a result, in addition to the number of vehicles observed on the public highway, the number of vehicles within the Marina Health Care and the sheltered housing complex were also assessed to ascertain the extent of overspill parking onto the public highway.

Figure 1.3 shows there is a level of fluctuation of parking throughout the day in the vicinity of the health centre and a number of local businesses. Regarding Harbour Road, the only peak occurs between 12.00 – 13.00 over a relatively consistent day.

FIGURE 1.3
Portishead Zone B – Harbour Road Maximum Observed Parking Levels





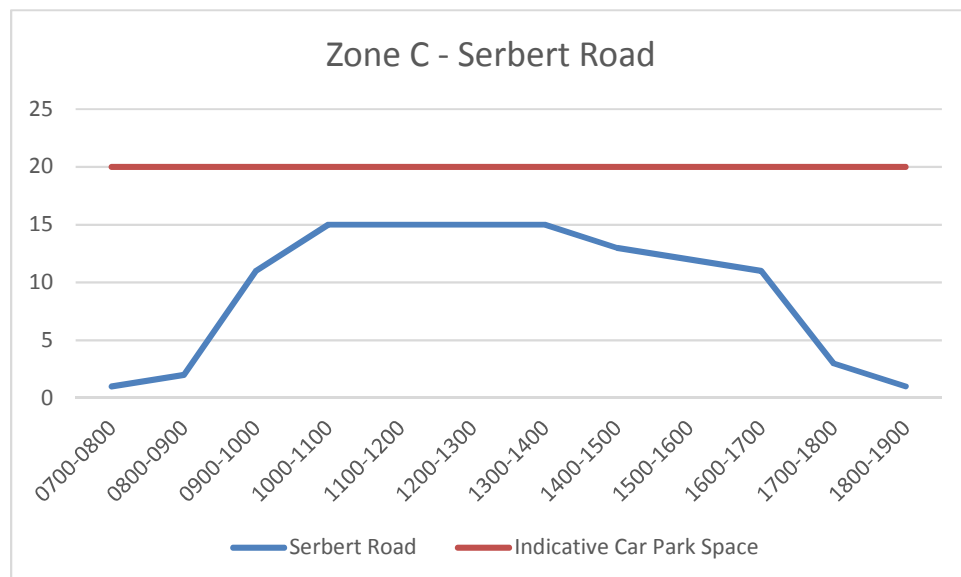
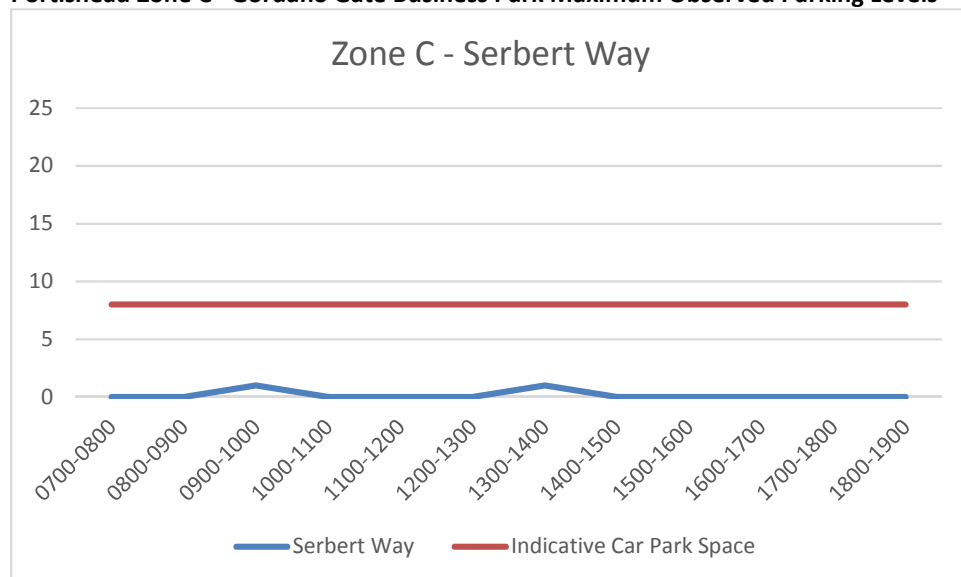
1.3 Zone C – Gordano Gate Business Park

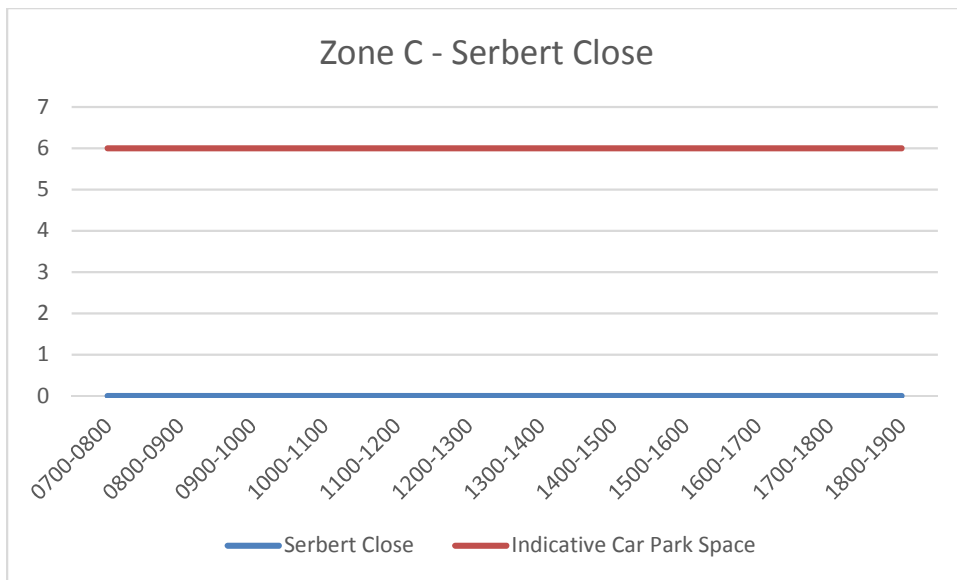
Gordano Gate Business Park is located to the south west of the proposed station site. The area is commercial with a mix of industrial and service uses. The area also comprises the Sainsbury's supermarket which opened in October 2014 and a Premier Inn hotel. A feature of the area is that some businesses have off-street parking.

Figure 1.4 shows the parking demand profile for a typical day. It shows a very low (or non-existent) level of on-street parking along Serbert Way and Serbert Close. The main difference in trend is Serbert Road which has a typical daytime demand profile associated with employment use.

FIGURE 1.4

Portishead Zone C– Gordano Gate Business Park Maximum Observed Parking Levels



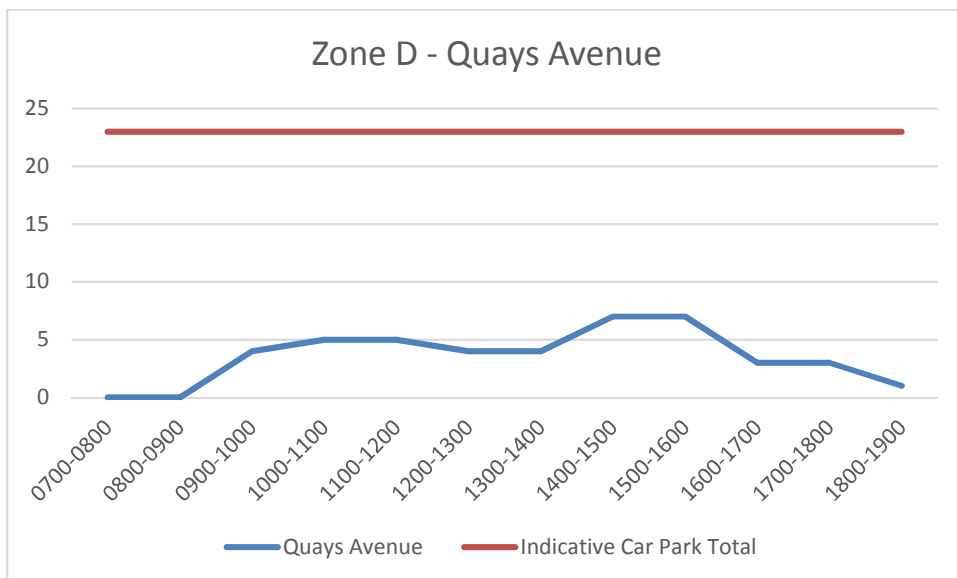


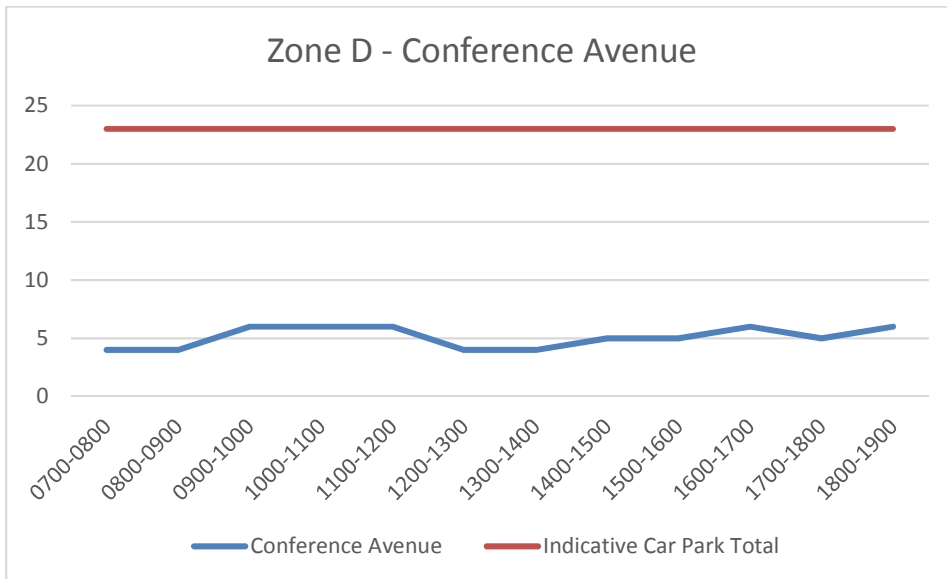
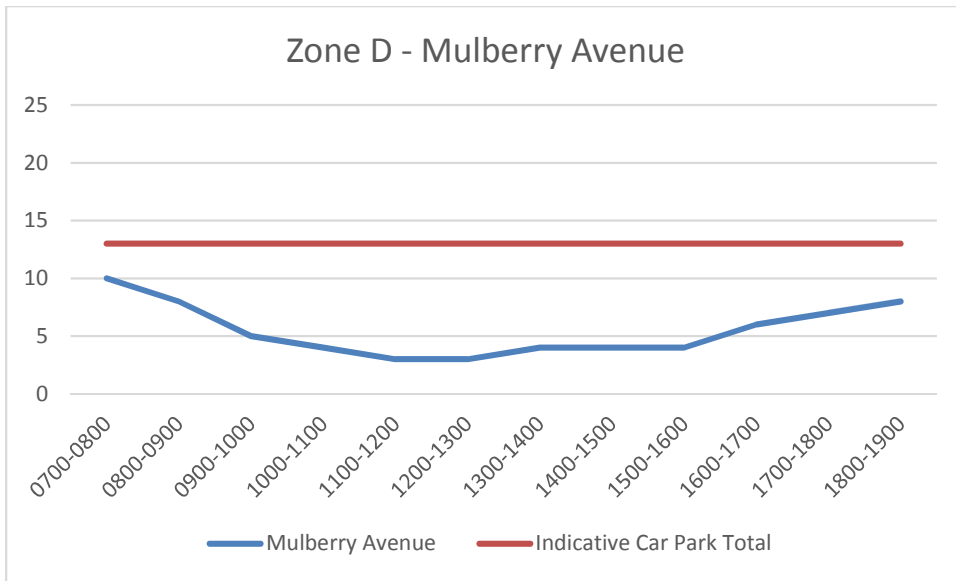
1.4 Zone D – Galingale area

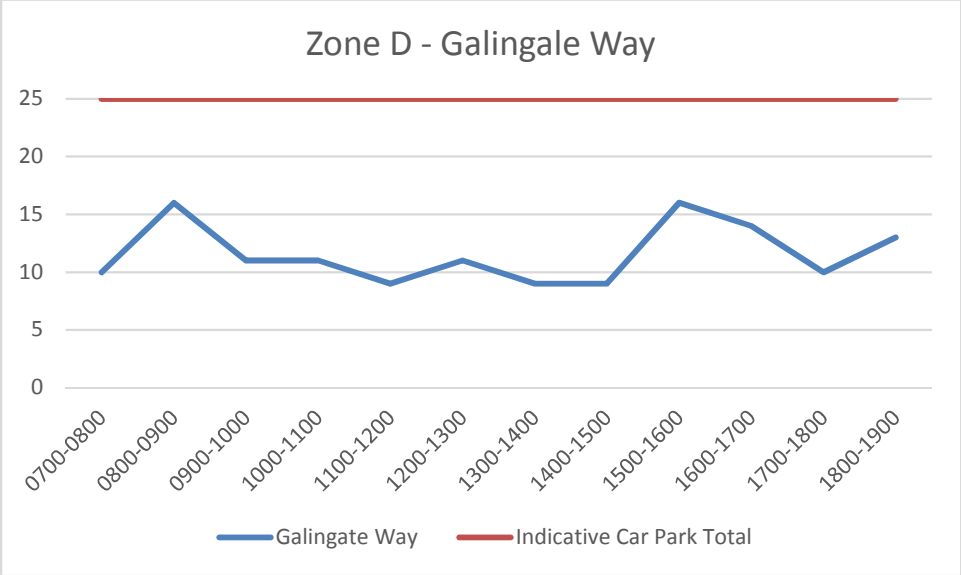
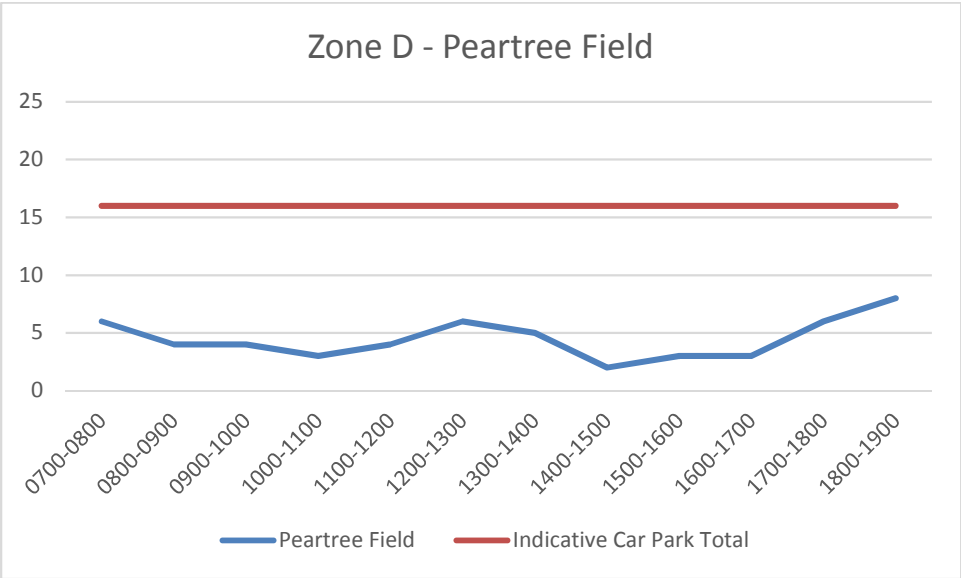
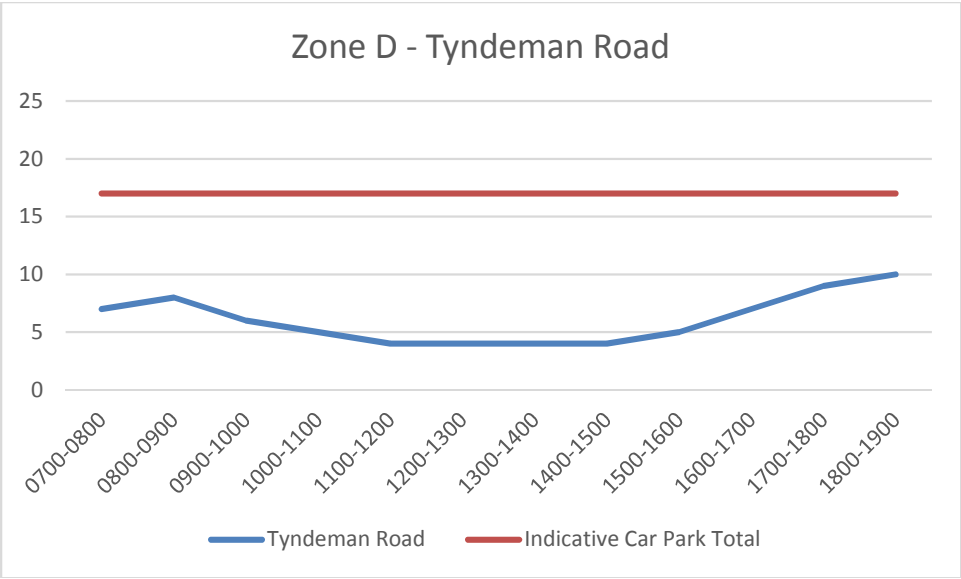
To the south east of the station site is located the Galingale residential area. Most of the properties have private parking which reduces the demand for on-street parking. There is some commercial use around Conference Avenue where an office park exists.

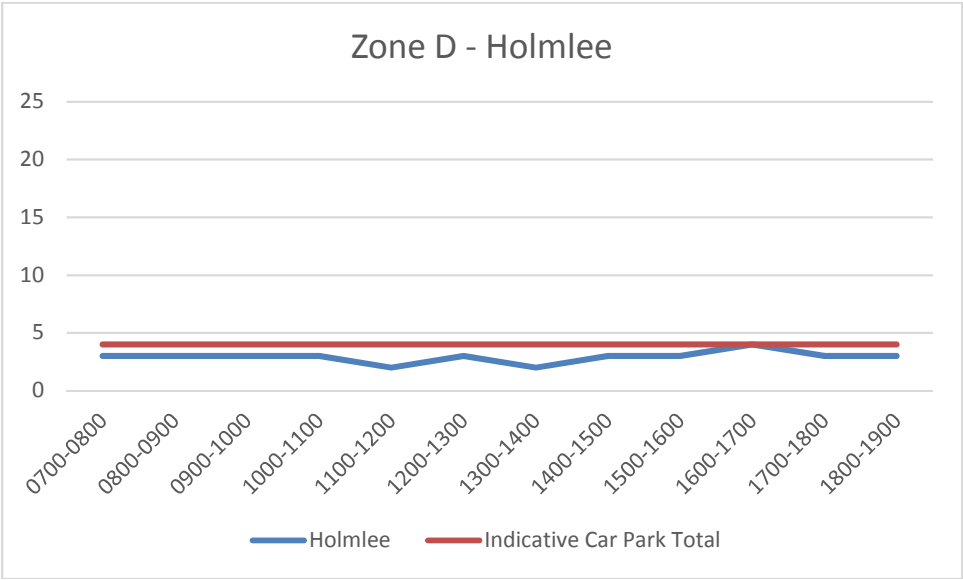
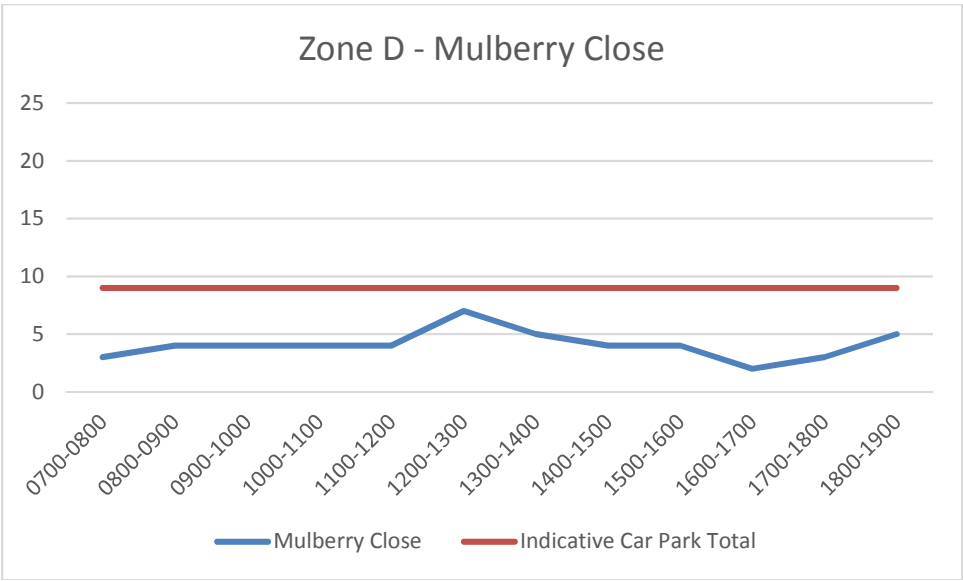
Figure 1.5 shows the extent of the residential land use in this area with all roads largely showing reduced demand for parking space during the off-peak period. There is one main exception being Galingale Way where the close of the proximity of the road (across the railway alignment) to the school produces a localised spike in demand. The other roads experience some peaks and dips but these are very minor figure changes.

FIGURE 1.5
Portishead Zone D– Galingale area Maximum Observed Parking Levels







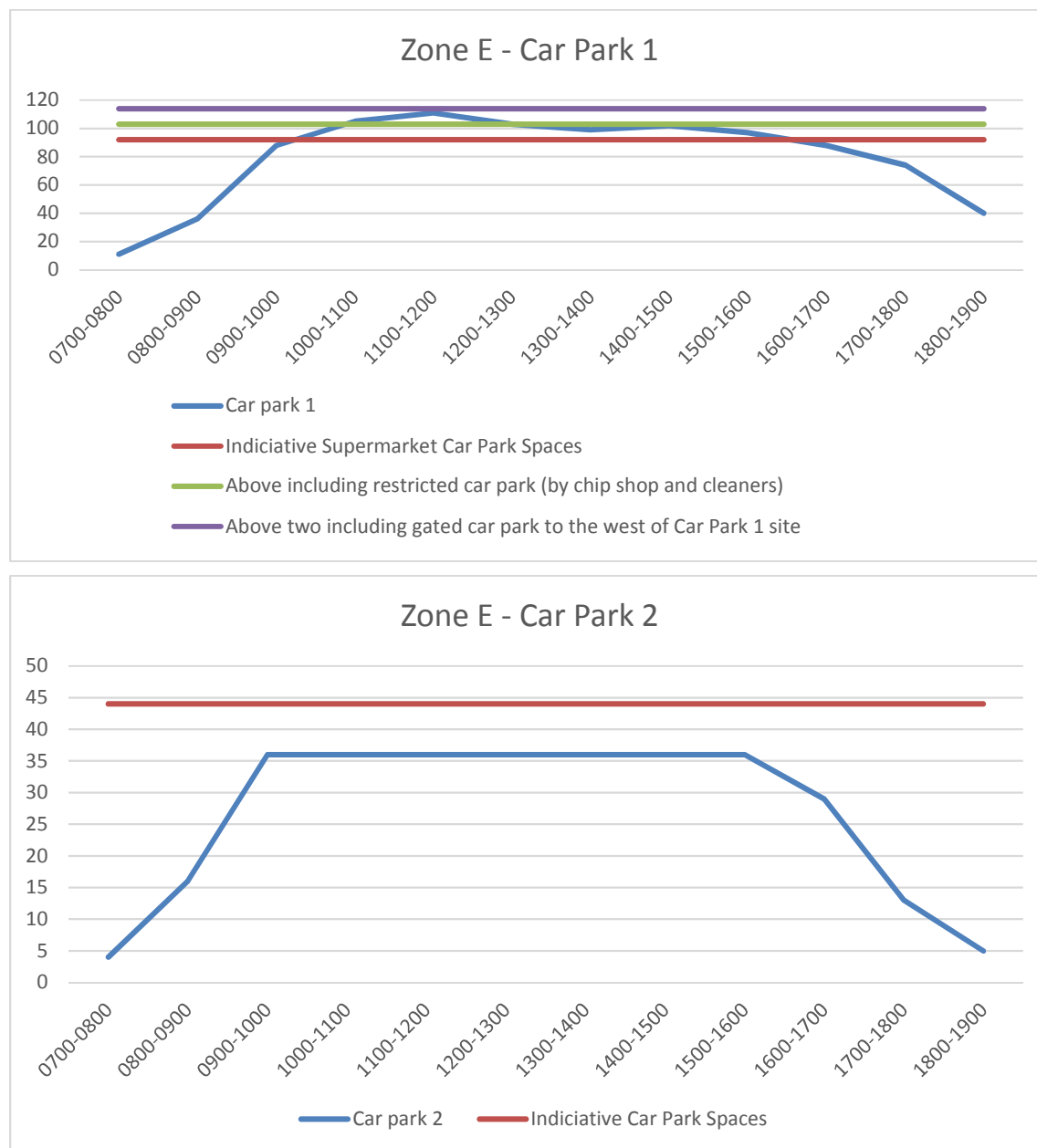


1.5 Zone E – Town Centre car parks

Located 800m from the station site, Portishead’s town centre car parks offer free parking. In addition, further parking is potentially available at the former Co-op site (which at the time of the survey was being refurbished into a new Aldi store) although time limits and customer use only restrictions apply.

A review of Figure 1.6 indicates that both car parks are well-used throughout the day and are usually full to capacity. There could be scope that rail users using the car park at the beginning of the day when there is capacity available although the 800m distance to the station is likely to act as a barrier on the level of demand.

FIGURE 1.6
Portishead Zone E– Town Centre Maximum Observed Parking Levels

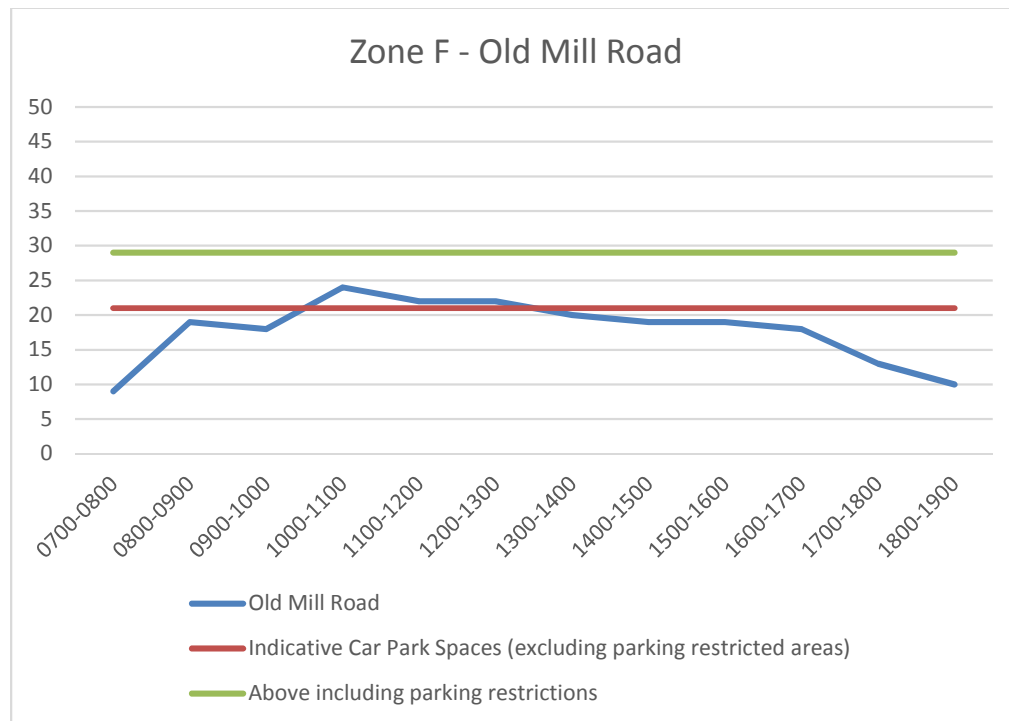


1.6 Zone F – Old Mill Road

Old Mill Road is located to the south west of the station site. It is a largely industrial area comprising small industrial units with a mix of businesses. To the far west of Old Mill Road and on the edge of the town centre is a small retail park.

Figure 1.7 shows the demand profile along Old Mill Road. The graph reflects the employment use of the highway although it should be noted that many premises have their own off-street parking. The main peak occurs between 11.00 and 12.00.

FIGURE 1.7
Portishead Zone F – Old Mill Road Maximum Observed Parking Levels



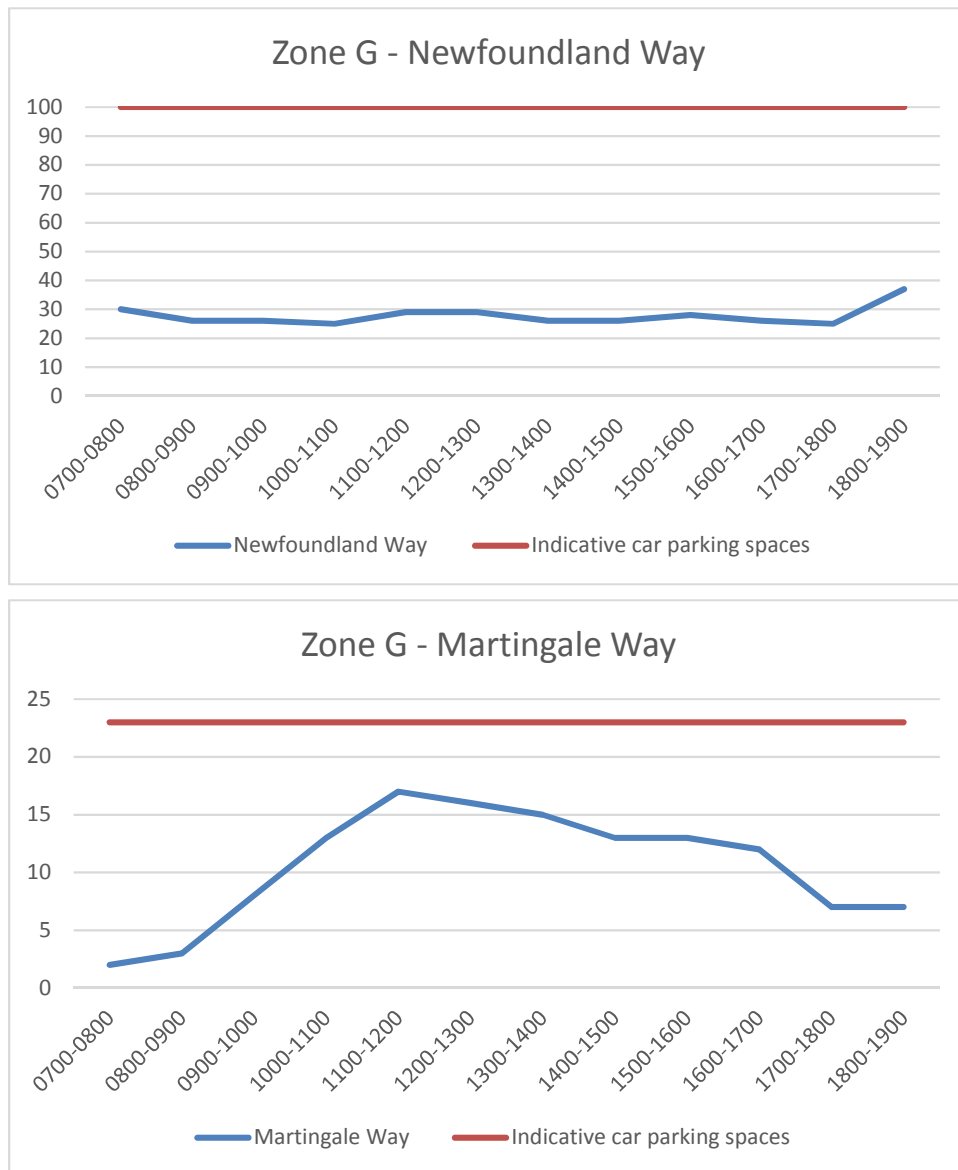
1.7 Zone G – Portishead Marina

Portishead Marina is located to the north west of the station site. The area includes apartments, office space and small industrial/retail units.

Figure 1.8 displays two roads which are relatively consistent throughout the day, namely Newfoundland Way and Martingale Way. Regarding The Anchorage, this appears to be mainly residential on-street parking as the number of parked vehicles decreases rapidly during the working day but picks up again after the end of the day.

FIGURE 1.8

Portishead Zone G – Portishead Marina Maximum Observed Parking Levels



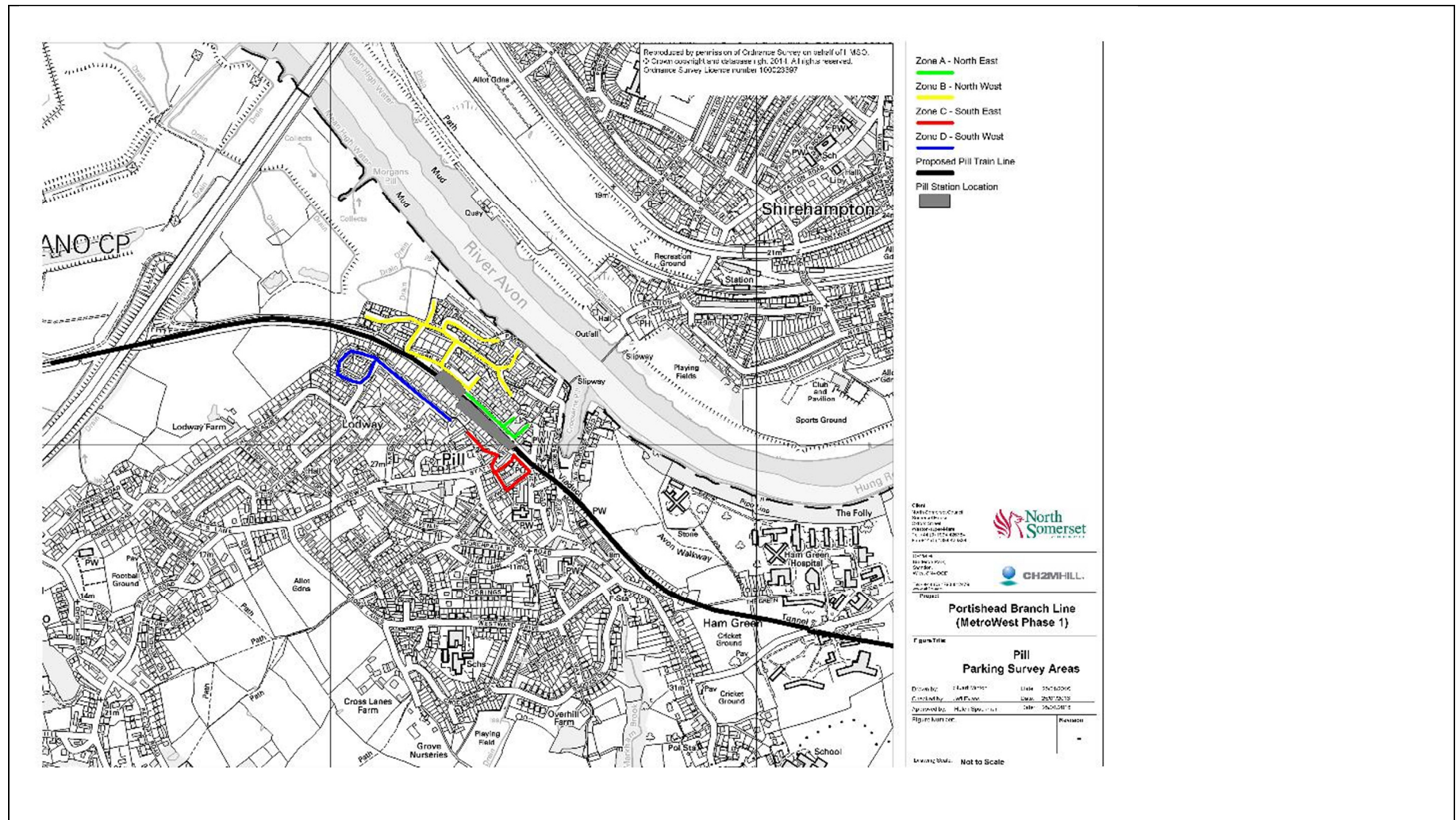
2 Pill Parking Count

In assessing and reviewing existing car parking demand, surrounding streets within a 200m parallel strip were assessed. This is shown in Figure 2.1.

For the parking assessment, the following headings were considered:

- Immediate land use;
- The highway layout;
- Likely walking routes to and from the proposed station;
- Extent of on-street parking provision;
- Parking controls and other traffic management measures;
- Extent of off-street parking provision; and
- Observed on-street parking.

FIGURE 2.1
Pill Station Parking Assessment



2.1 Zone A – East of the Station Entrance

Back Lane

Back Lane together with Chapel Row forms a highway loop to the immediate north of the station entrance. Mainly residential, it is characterised by older and more densely concentrated housing types with limited off street parking. Back Lane is narrow in parts so much so that a footway is not present. As such no vehicle parking was seen on the highway (as it would hinder traffic movement) but there are no parking controls in place.

Chapel Row

Chapel Row forms part of a loop with Back Lane. Chapel Row is residential and apart from some private access, parking is entirely on-street with a number of spaces located at the end of the road. As a result, a number of vehicles were observed to be parking along the road with three spaces available. It should be noted that no parking controls are in place in Chapel Row.

Crusty Lane

Crusty Lane is a cul-de-sac to the north of the proposed station entrance. At the time of observation, major works were being undertaken to the former Railway Inn public house and as a result, there were a number of works related vehicles in Crusty Lane with limited available parking space. Crusty Lane also provides access to a lane to the rear of Monmouth Road and some private access to properties within Crusty Lane and Portview

2.2 Zone B – North East of the Station

Avon Road

Avon Road is located to the west of the proposed car parking site. The road links Monmouth Court to the residential estates around Mariners Way. As such, there are no residential properties along this road although there is some private access to the rear of properties in Monmouth Court and Severn Road. No vehicles were observed to be parked along this road as shown in Figure 2.2.

FIGURE 2.2

Observed parking levels along Avon Road



Mariners Way

Mariners Way is a residential street that runs parallel to Monmouth Court. The street is dominated by 1950 and 1960s era housing with a significant number of the properties having off-street parking. Vehicle parking levels were observed to be moderate with a number of on-street parking spaces being available.

Monmouth Court

Monmouth Court is located opposite the site of the proposed car park for the station. A residential street some of the properties have off-street parking available with private access directly from the road. The highway itself is narrow with a footway on the one side and parking also taking place on the one side. In terms of observed parking, Figure 2.3 shows most on-street parking spaces were occupied at the time of the assessment.

FIGURE 2.3

Observed parking levels along Monmouth Court



Monmouth Road

Monmouth Road is located to the immediate north east of the proposed station entrance. Residential on one side, the highway has similar characteristics to Monmouth Court with a number of the properties having private access to off-street parking. One feature of Monmouth Road is a rear lane where access to properties and garages exists. Parking levels on the street were observed to be high and no parking controls are in place. Monmouth Road is seen in Figure 2.4.

FIGURE 2.4

Observed parking levels along Monmouth Road



Newport Road

Newport Road is a short cul-de-sac with residential properties on either side. Some of the properties have off-street parking. Parking levels on the highway were observed to be high.

Severn Road

Severn Road is a continuation of Monmouth Road and Monmouth Court and is located along the north side of the railway. The highway itself is much narrower and this is evidenced by the lack of footways on either side. Most properties rely on-street parking although a few have created off-street parking spaces in their front gardens. Parking levels were observed to be moderate at the time of the assessment.

FIGURE 2.5

Observed parking levels along Severn Road



2.3 Zone C – South of the Station Entrance

Church Walk

Church Walk is a side road that provides access from Station Road to Upper Myrtle Hill and Heywood Terrace. The housing types in this vicinity are predominately terraced and densely built. Church Walk is narrow with a sub-standard footway. One vehicle was observed to be parked on the footway but the layout of the highway does not lend itself to highway parking.

Heywood Terrace

Heywood Terrace is a residential street located to the south west of the station site. The road is largely terraced residential with on-street parking with a few properties having their own private parking spaces. As with Church Walk, the road is narrow with parking on one side only. Observed parking levels at the point of assessment were medium with a few on-street spaces present.

Sambourne Lane

Sambourne Lane is located south of the station site. Land use alongside the road has two elements – Pill Clinic and residential. The Clinic itself has off-street parking and all available spaces were occupied with some overspill parking demand evident. The residential part of the road has limited on-street available although the immediate housing types – bungalows for retired people – suggests less demand than other housing types.

FIGURE 2.6

Observed parking levels along Sambourne Lane (looking towards the rear of the Clinic)



Station Road

Station Road forms the main access route to the north eastern part of Pill and will form one of the vehicle access routes to the proposed station. Located along the road is Pill Clinic and for a stretch from the junction to Lodway to Sambourne Lane, parking controls are in place along the Clinic side. Similarly, there are yellow lines near the railway bridge north of the junction with Sambourne Lane.

Most of the properties appear to utilise on-street parking with a few having private spaces. The Clinic itself leads to a demand for spaces. The Clinic itself has off-site spaces in front and rear of the premises. On the day of the assessment, all these spaces were full. Demand for on-street parking along Station Road appears to be high as shown in Figure 2.7.

FIGURE 2.7

Observed parking levels along Station Road



Upper Myrtle Way

Upper Myrtle Way is a short residential street that is parallel to Station Road. The highway is particularly narrow and as a result, parking areas for residents are provided half way along the road. Observations indicate the spaces are primarily used by residents.

2.4 Zone D – West of the Station Entrance

Hardwick Road

Hardwick Road is located to the south west of the proposed station site. Whilst this road will have no direct pedestrian link to the station site, pedestrians may be able to access the site in an indirect way – either through the underpass at Lodway Close and the footway to Severn Road or through another footway to Sambourne Lane and Station Road. Hardwick Road and Lodway Close form part of a post war low density estate. Just under half the properties have private off-street parking. Parking levels were observed to be low as evidenced in Figure 2.8

FIGURE 2.8

Observed parking levels along Hardwick Road



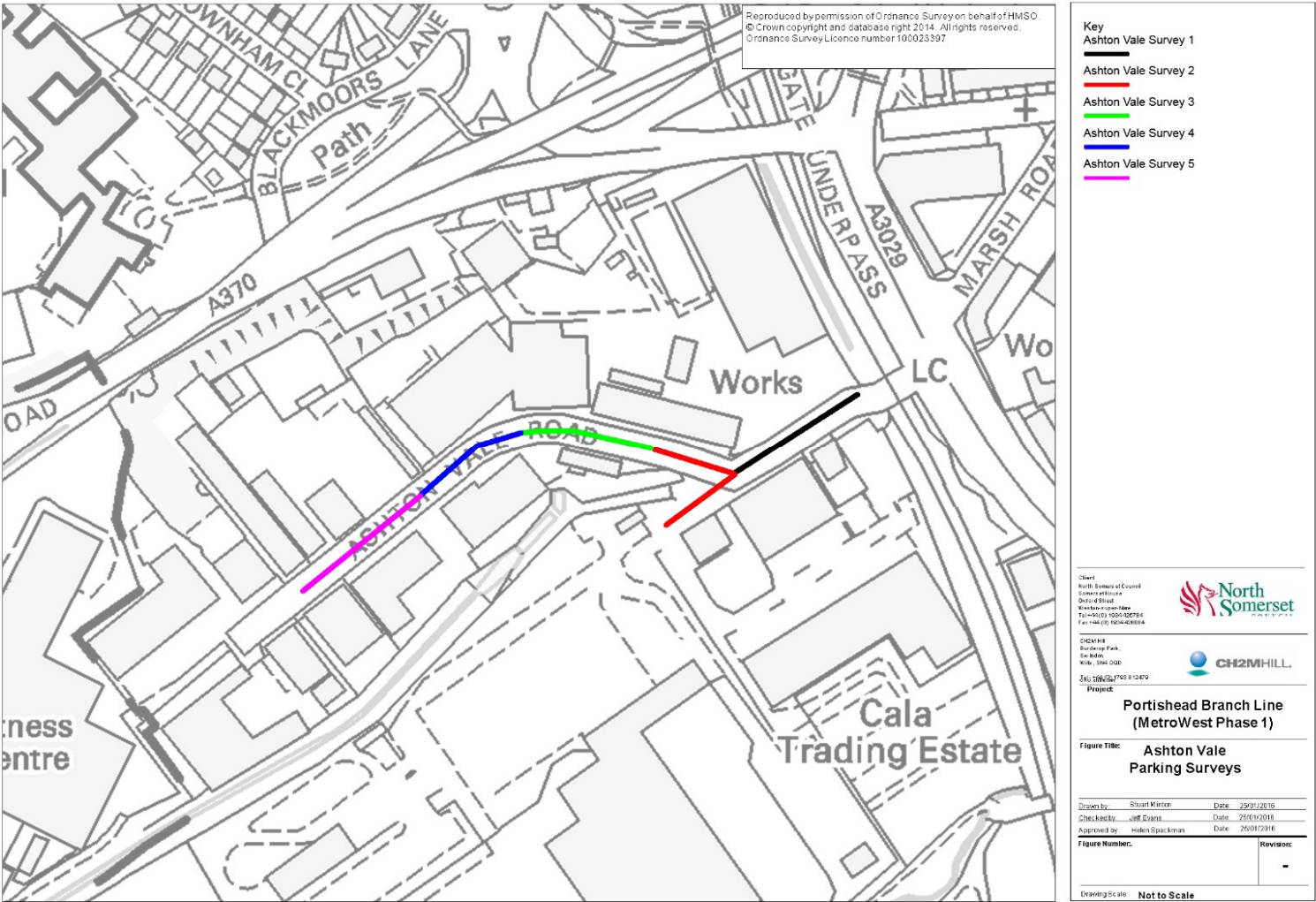
Lodway Close

Lodway Close is part of the same estate as Hardwick Road and the same conditions largely apply. On-street parking levels were observed to be low.

3. Ashton Vale Road Parking Count

To assess the baseline parking demand situation on Ashton Vale, surveys were undertaken across five stretches as shown in Figure 3.1 in March 2016. The surveys were undertaken between 07-00 and 19-00 and the counts were carried out in 15 minute time segments. To understand the results, the following analysis is based on the maximum number of vehicles observed for each hour during the day.

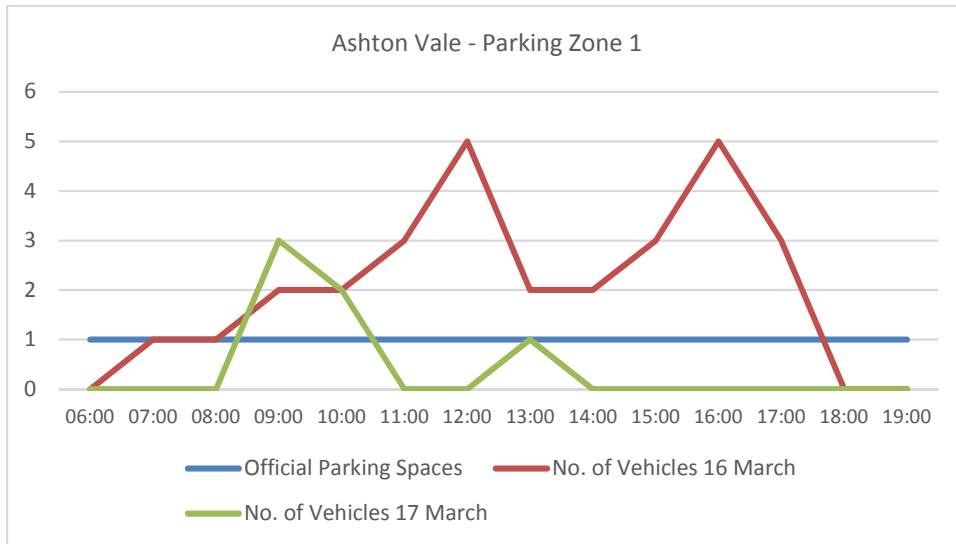
FIGURE 3.1
Ashton Vale Parking Assessment



3.1 Zone 1

In Zone 1 of Ashton Vale Road, it was envisaged that there was only one official parking space in this section. On both surveyed days, the number of vehicles parked in this zone does go over the official parking spaces limit. On the 16 March there are a maximum of 3 vehicles in the zone and 5 on the 17 March. This can be seen in Figure 3.2.

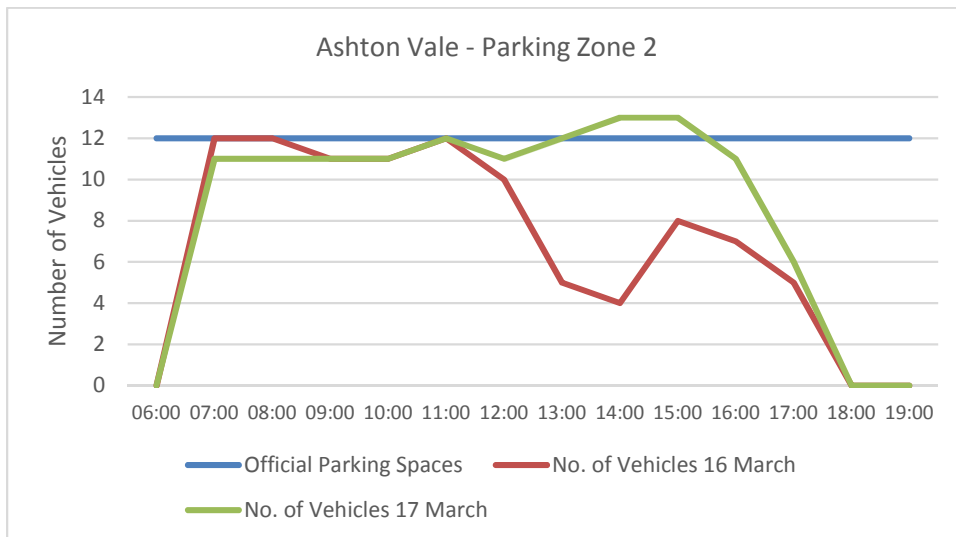
FIGURE 3.2
Ashton Vale Road Parking Zone 1 Maximum Observed Parking Levels



3.2 Zone 2

In Zone 2 of Ashton Vale Road, it was envisaged that there were 12 official parking space in this section. Only on one of the surveyed days did the number of vehicles parked in this zone go over the official parking spaces limit. On the 17 March there are a maximum of 13 vehicles in the zone. This can be seen in Figure 3.3.

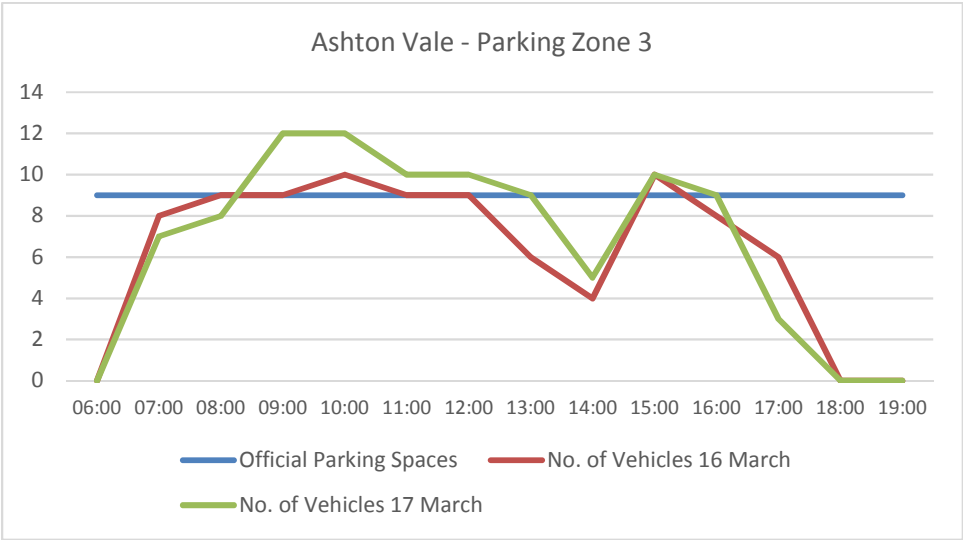
FIGURE 3.3
Ashton Vale Road Parking Zone 2 Maximum Observed Parking Levels



3.3 Zone 3

In Zone 3 of Ashton Vale Road, it was envisaged that there were nine official parking space in this section. On both surveyed days, the number of vehicles parked in this zone does go over the official parking spaces limit. On the 16 March there are a maximum of 10 vehicles in the zone and 12 on the 17 March. This can be seen in Figure 3.4.

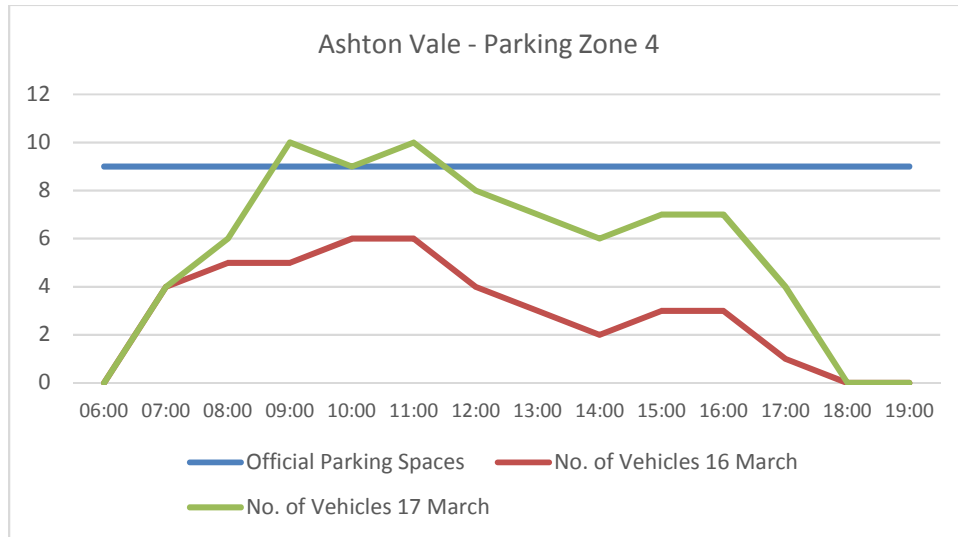
FIGURE 3.4
Ashton Vale Road Parking Zone 3 Maximum Observed Parking Levels



3.4 Zone 4

In Zone 4 of Ashton Vale Road, it was envisaged that there were nine official parking space in this section. Only on the 17 March did the number of vehicles parked in this zone go over the official parking spaces limit by reaching a maximum of 10 vehicles. This can be seen in Figure 3.5.

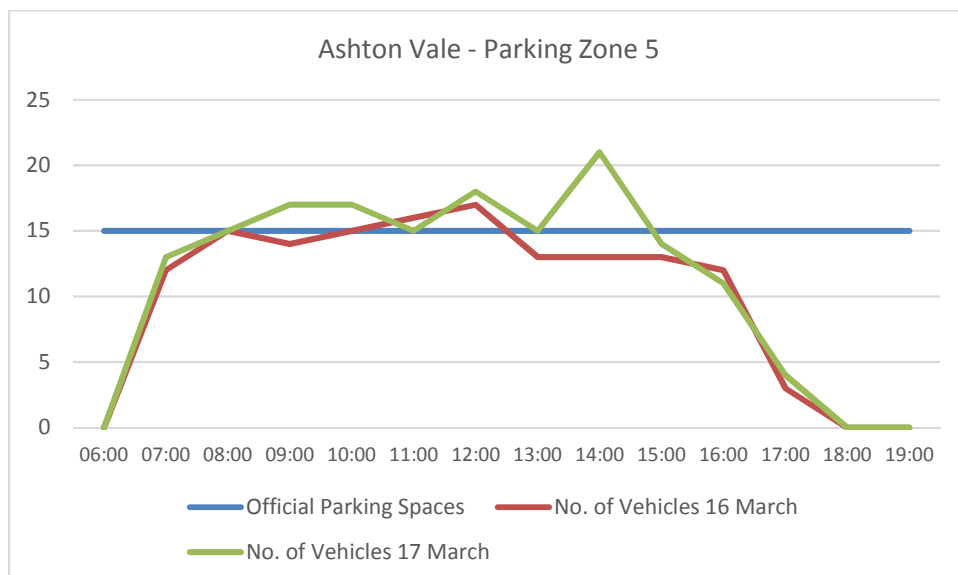
FIGURE 3.5
Ashton Vale Road Parking Zone 3 Maximum Observed Parking Levels



3.5 Zone 5

In Zone 5 of Ashton Vale Road, it was envisaged that there were 15 official parking space in this section. On both surveyed days, the number of vehicles parked in this zone does go over the official parking spaces limit. On the 16 March there are a maximum of 18 vehicles in the zone and 21 on the 17 March. This can be seen in Figure 3.6.

FIGURE 3.6
Ashton Vale Road Parking Zone 5 Maximum Observed Parking Levels



4 Parking Accumulation Assessment

4.1 Portishead

Figure 4.1 shows the parking accumulation at Portishead station car park for 2019. According to the figures the peak time for the car park will be midday when 201 vehicles will be in the car park. At this level, all of the vehicles will be able to park in both of the car parks, even with the Health Centre parking allocation.

FIGURE 4.1
Portishead 2019 Parking Accumulation

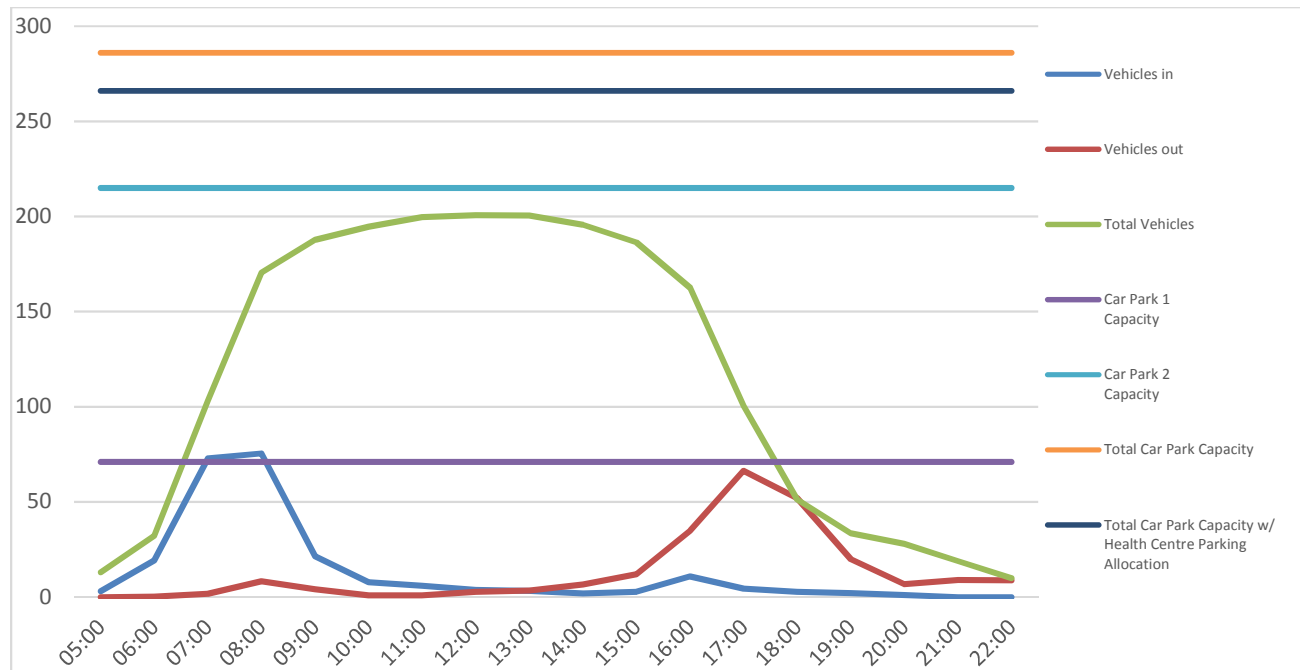
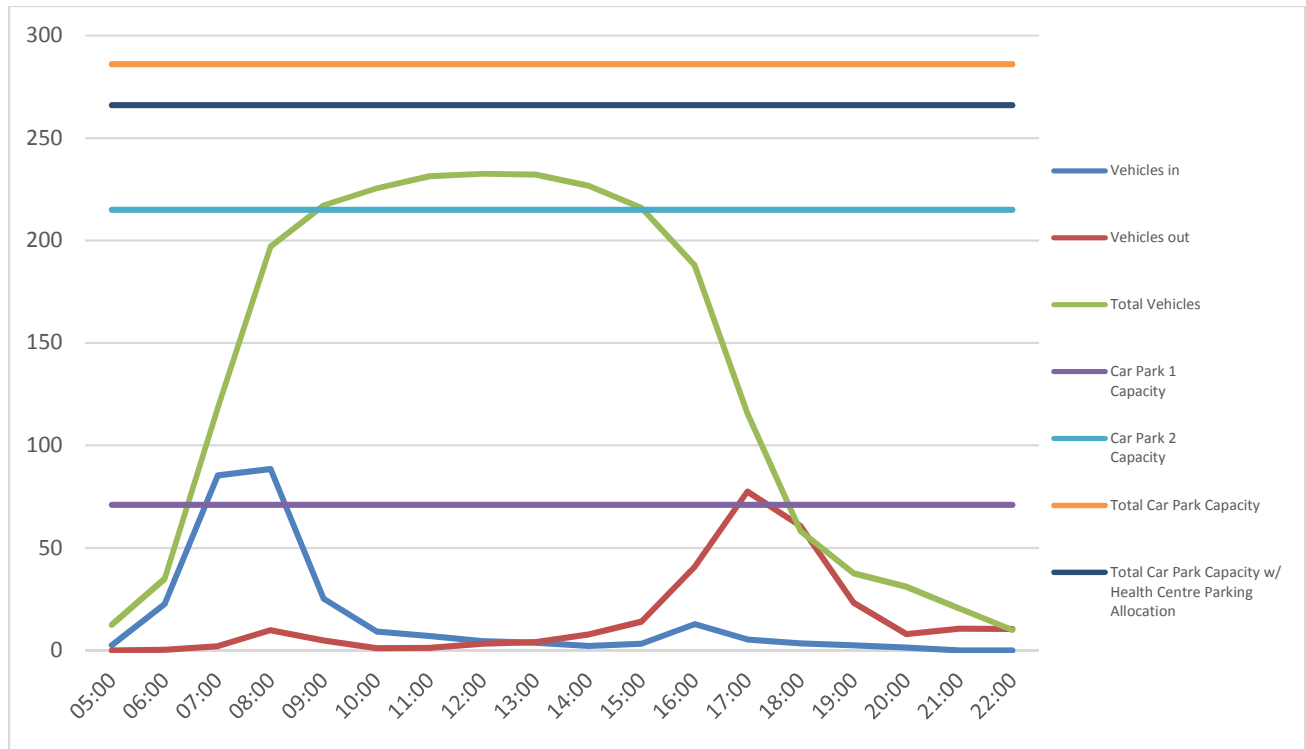


Figure 4.2 shows the parking accumulation at Portishead station car park for 2029. According to the figures the peak time for the car park will be midday when 232 vehicles will be in the car park. At this level, all of the vehicles will be able to park in both of the car parks, even with the Health Centre parking allocation.

FIGURE 4.2
Portishead 2029 Parking Accumulation



4.2 Pill

Figure 4.3 shows the parking accumulation at Pill station car park for 2019. According to the figures the peak time for the car park will be midday when 36 vehicles will be in the car park. At this level all of the vehicles will be able to park in the station car park.

FIGURE 4.3
Pill 2019 Parking Accumulation

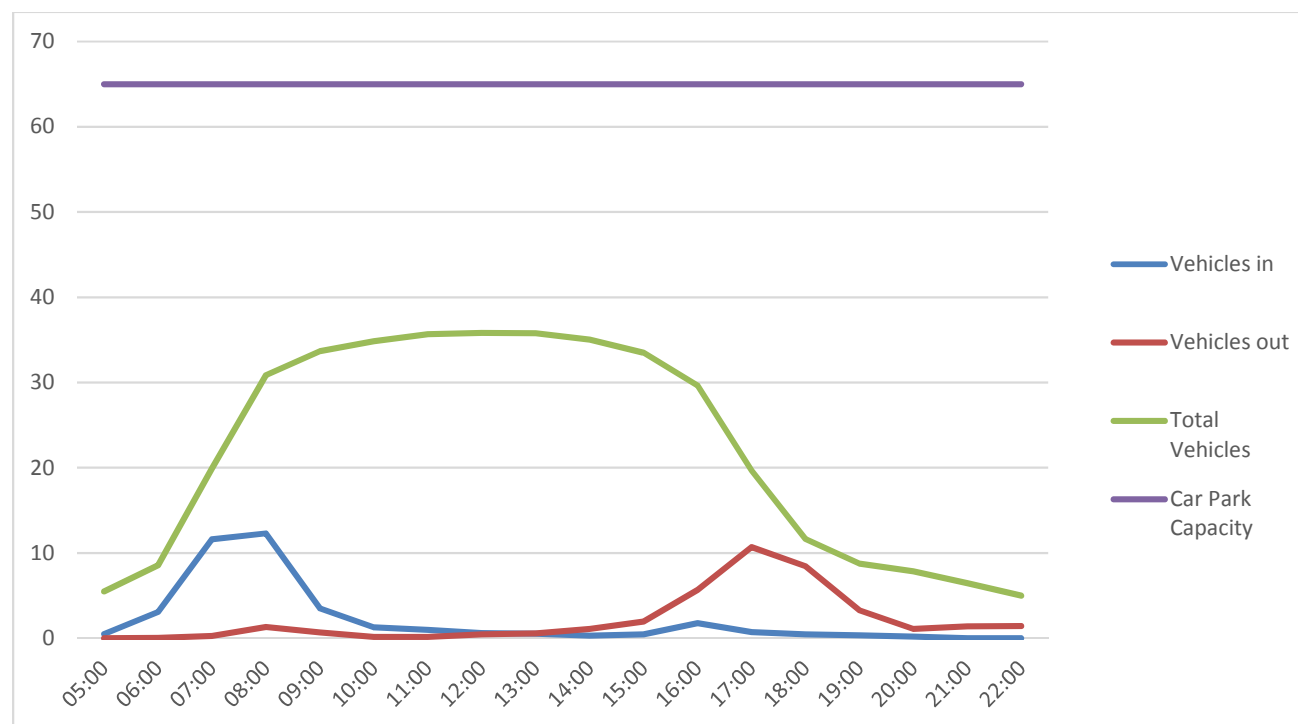
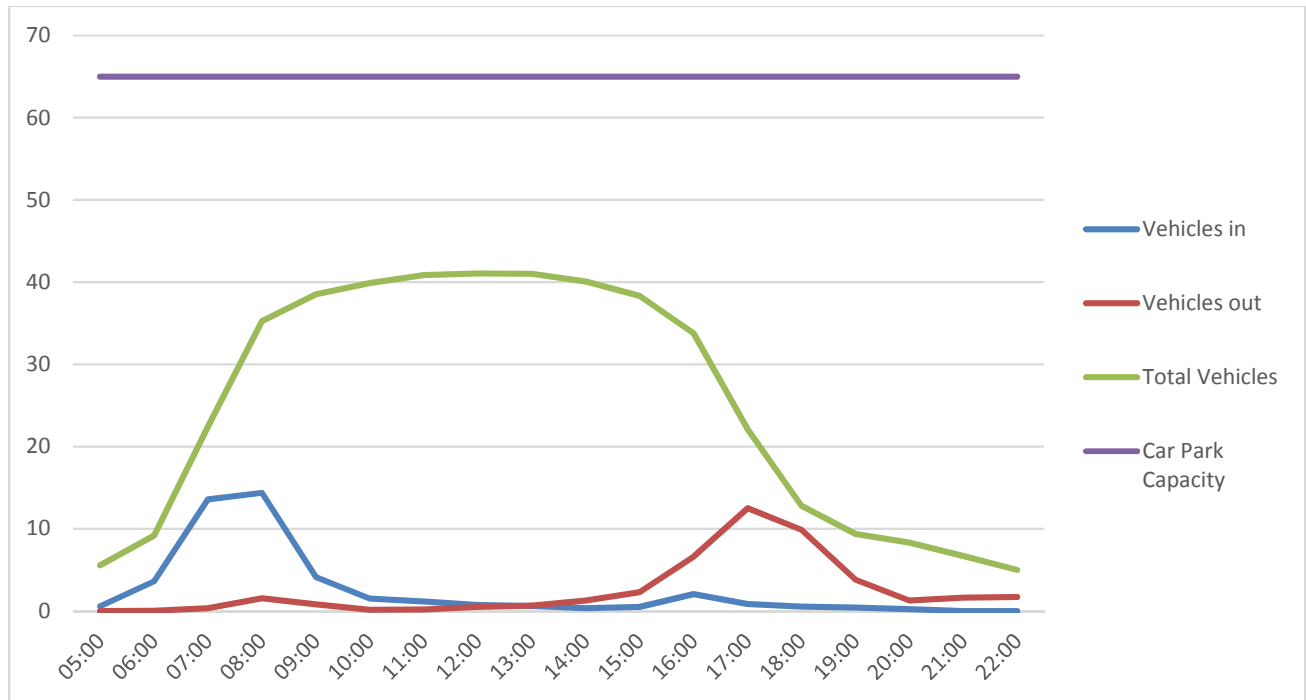


Figure 4.4 shows the parking accumulation at Pill station car park for 2029. According to the figures the peak time for the car park will be between 1100 and 1300 when over 40 vehicles will be in the car park. At this level all of the vehicles will be able to park in the station car park.

FIGURE 4.4
Pill 2029 Parking Accumulation



Appendix A

2019 Portishead and Pill Parking Accumulation - No entry restrictions

		Time	No. passenger s entry	Pro-rata car entry	No. passenger s exit	Pro-rata car exit	Car occupancy (Entry)	Car occupancy (Exit)	Pro-rata car entry	Pro-rata car exit	Entry Discount	Exit Discount	Entry after Discount	Exit after Discount	Exit Difference	Reassign Exit	New Exits	Accumulat ion	Accumulat ion incl. overnight
	2019																		
Portishead	% of car station trips - 29.99%	05:00	3	1	3	1	1	2	1	1	1	0	1	0	0	-	0	1	11
		06:00	24	7	19	6	1	2	7	4	1	0	7	1	3	-	1	8	17
		07:00	99	30	74	22	1	2	30	14	1	0	30	3	11	-	3	34	44
		08:00	121	36	96	29	1	2	36	18	1	0	36	4	14	-	4	67	77
		09:00	54	16	44	13	2	2	10	8	1	0	10	2	7	-	2	76	85
		10:00	34	10	29	9	2	2	6	5	1	0	6	1	4	-	1	81	91
		11:00	32	10	31	9	2	2	6	6	1	0	6	1	5	-	1	86	96
		12:00	34	10	35	10	2	2	6	6	1	1	6	6	0	-	6	86	96
		13:00	37	11	37	11	2	2	7	7	1	1	7	7	0	-	7	86	96
		14:00	32	10	32	10	2	2	6	6	1	1	6	6	0	-	6	86	96
		15:00	51	15	57	17	2	2	10	11	1	1	10	11	0	-	11	85	94
		16:00	68	20	86	26	2	1	13	26	1	1	13	26	0	-	26	72	81
		17:00	72	21	100	30	2	1	13	30	1	1	13	30	0	4	34	51	60
		18:00	35	10	49	15	2	1	7	15	1	1	7	15	0	13	28	29	39
		19:00	19	6	22	7	2	2	4	4	1	1	4	4	0	9	13	20	30
		20:00	10	3	11	3	2	2	2	2	1	1	2	2	0	9	11	11	20
		21:00	3	1	3	1	2	2	1	1	1	1	1	1	0	9	9	2	12
		22:00	2	1	2	1	2	2	0	0	1	1	0	0	0	-	0	2	12
		Total	730	219	730	219	-	-	165	163	-	-	165	119	44	-	163	-	-
	2019	Time	No. passenger s entry	Pro-rata car entry	No. passenger s exit	Pro-rata car exit	Car occupancy (Entry)	Car occupancy (Exit)	Pro-rata car entry	Pro-rata car exit	Entry Discount	Exit Discount	Entry after Discount	Exit after Discount	Exit Difference	Reassign Exit	New Exits	Accumulat ion	Accumulat ion incl. overnight
Pill	% of car station trips - 25.90%	05:00	1	0	0	0	1	2	0	0	1	0	0	0	0	-	0	0	10
		06:00	4	1	3	1	1	2	1	1	1	0	1	0	0	-	0	1	11
		07:00	17	4	13	3	1	2	4	2	1	0	4	0	2	-	0	5	15
		08:00	21	6	17	4	1	2	6	3	1	0	6	1	2	-	1	10	20
		09:00	9	2	8	2	2	2	2	1	1	0	2	0	1	-	0	11	21
		10:00	6	2	5	1	2	2	1	1	1	0	1	0	1	-	0	12	22
		11:00	6	1	5	1	2	2	1	1	1	0	1	0	1	-	0	13	23
		12:00	6	2	6	2	2	2	1	1	1	1	1	1	0	-	1	13	23
		13:00	6	2	6	2	2	2	1	1	1	1	1	1	0	-	1	13	23
		14:00	5	1	5	1	2	2	1	1	1	1	1	1	0	-	1	13	23
		15:00	9	2	10	3	2	2	1	2	1	1	1	2	0	-	2	13	23
		16:00	12	3	15	4	2	1	2	4	1	1	2	4	0	-	4	11	21
		17:00	12	3	17	5	2	1	2	5	1	1	2	5	0	1	5	8	17
		18:00	6	2	8	2	2	1	1	2	1	1	1	2	0	2	4	4	14
		19:00	3	1	4	1	2	2	1	1	1	1	1	1	0	1	2	3	13
		20:00	2	0	2	0	2	2	0	0	1	1	0	0	0	1	2	2	12
		21:00	1	0	1	0	2	2	0	0	1	1	0	0	0	1	1	0	10
		22:00	0	0	0	0	2	2	0	0	1	1	0	0	0	-	0	0	10
		Total	126	33	126	33	-	-	24	24	-	-	24	18	7	-	24	-	-

Appendix B

2029 Portishead and Pill Parking Accumulation - No entry restrictions

	2029	Time	No. passenger s entry	Pro-rata car entry	No. passenger s exit	Pro-rata car exit	Car occupancy (Entry)	Car occupancy (Exit)	Pro-rata car entry	Pro-rata car exit	Entry Discount	Exit Discount	Entry after Discount	Exit after Discount	Exit Difference	Reassign Exit	New Exits	Accumulati on	Accumulat ion incl. overnight
Portishead	% of car station trips - 29.99%	05:00	5	2	5	1	1	2	2	1	1	0	2	0	1		0	2	11
		06:00	37	11	30	9	1	2	11	6	1	0	11	1	5		1	12	21
		07:00	156	47	117	35	1	2	47	22	1	0	47	4	17		4	54	64
		08:00	191	57	150	45	1	2	57	28	1	0	57	6	23		6	106	115
		09:00	84	25	69	21	2	2	16	13	1	0	16	3	10		3	119	128
		10:00	54	16	46	14	2	2	10	9	1	0	10	2	7		2	127	137
		11:00	51	15	49	15	2	2	10	9	1	0	10	2	7		2	135	145
		12:00	54	16	54	16	2	2	10	10	1	1	10	10	0		10	135	144
		13:00	58	17	58	17	2	2	11	11	1	1	11	11	0		11	135	144
		14:00	50	15	51	15	2	2	9	10	1	1	9	10	0		10	135	144
		15:00	80	24	90	27	2	2	15	17	1	1	15	17	0		17	133	142
		16:00	106	32	135	40	2	1	20	40	1	1	20	40	0		40	112	122
		17:00	112	34	157	47	2	1	21	47	1	1	21	47	0	7	54	79	89
		18:00	55	16	76	23	2	1	10	23	1	1	10	23	0	21	44	46	55
		19:00	31	9	34	10	2	2	6	6	1	1	6	6	0	14	20	31	41
		20:00	15	4	17	5	2	2	3	3	1	1	3	3	0	14	17	17	26
		21:00	5	2	5	1	2	2	1	1	1	1	1	1	0	14	15	3	12
		22:00	3	1	4	1	2	2	1	1	1	1	1	1	0		1	3	12
		Total	1146	344	1146	344	-	-	259	256	-	-	259	186	70	-	256	-	-
	2029	Time	No. passenger s entry	Pro-rata car entry	No. passenger s exit	Pro-rata car exit	Car occupancy (Entry)	Car occupancy (Exit)	Pro-rata car entry	Pro-rata car exit	Entry Discount	Exit Discount	Entry after Discount	Exit after Discount	Exit Difference	Reassign Exit	New Exits	Accumulati on	Accumulat ion incl. overnight
Pill	% of car station trips - 25.90%	05:00	1	0	1	0	1	2	0	0	1	0	0	0	0		0	0	10
		06:00	6	2	5	1	1	2	2	1	1	0	2	0	1		0	2	12
		07:00	27	7	20	5	1	2	7	3	1	0	7	1	3		1	8	18
		08:00	34	9	26	7	1	2	9	4	1	0	9	1	3		1	16	26
		09:00	15	4	12	3	2	2	2	2	1	0	2	0	2		0	18	28
		10:00	9	2	8	2	2	2	1	1	1	0	1	0	1		0	19	29
		11:00	9	2	8	2	2	2	1	1	1	0	1	0	1		0	20	30
		12:00	9	2	9	2	2	2	1	2	1	1	1	2	0		2	20	30
		13:00	10	3	10	3	2	2	2	2	1	1	2	2	0		2	20	30
		14:00	8	2	9	2	2	2	1	1	1	1	1	1	0		1	20	30
		15:00	14	4	15	4	2	2	2	2	1	1	2	2	0		2	20	30
		16:00	18	5	23	6	2	1	3	6	1	1	3	6	0		6	17	27
		17:00	19	5	27	7	2	1	3	7	1	1	3	7	0	1	8	12	22
		18:00	9	2	13	3	2	1	2	3	1	1	2	3	0	3	7	7	17
		19:00	5	1	6	2	2	2	1	1	1	1	1	1	0	2	3	5	15
		20:00	3	1	3	1	2	2	0	0	1	1	0	0	0	2	3	2	12
		21:00	1	0	1	0	2	2	0	0	1	1	0	0	0	2	2	0	10
		22:00	1	0	1	0	2	2	0	0	1	1	0	0	0		0	0	10
		Total	197	51	197	51	-	-	38	38	-	-	38	28	10	-	38	-	-